

1735Z 23 FEB 63

S E C R E T

1	Intell	4	DAD/OSA
2	OD	5	CIPS
3	"	6	RB

DIRECTOR

KWSPECTRE

OSA (1-2-3-4-5-6-7-8-9-10)

S/C (11)

TOR 1847Z 23 FEB 63

Tachee

ROUTINE

50X1

IN 66979

ADIC

HB JAYWALK

FOR

DOCUMENT NO. 110

NO CHANGE IN CLASS. ☒☐ DECLASSIFIED

CLASS. CHANGED TO: TS S 0

NEXT REVIEW DATE: 2011

AUTH: HR 70-2

DATE: 17/9/81 REVIEWER: 008632

SPECTRE 0544

50X1

1. WE FULLY AWARE YOUR CONCERN OVER LOCATION SAM SA-2 BUT THIS IS OPERATIONAL CONSIDERATION. WE CAN ONLY ADVISE WHERE INFORMATION REQUIRED. (HEDGING ??)

2. FYI WE CONSIDER COVERAGE OUT TO 10.5 NM FROM NADIR OF VERTICAL (FLIGHT LINE) AS ADEQUATE FOR DETAILED PI; UP TO 28.5 NM ADEQUATE FOR IDENTIFICATION AND DETECTION; UP TO 39 NM ADEQUATE FOR GENERAL PI. BEYOND THIS POINT LITTLE REAL INTELLIGENCE IS OBTAINABLE.

3. THEREFORE, FOR PRODUCTIVE COVERAGE IT IS DESIRABLE THAT COLLECTION PLATFORM NOT BE <sup>how much more</sup> MUCH MORE THAN 15 NM FROM COMOR TARGET.

IN INSTANCE OF

FROM OPPOSITE

SIDE OF WHERE SAM LOCATED IF FLIGHT LINE GOES FROM SOUTH TO NORTH.

THUS VEHICLE WOULD BE A MINIMUM OF 25 NM FROM SAM. THIS WE UNDERSTAND IS BASIC FLIGHT TRACK COORDINATED BY NPIC.

4. BASED ON THE FOREGOING, THE DETERMINATION OF FLIGHT TRACK IS THE RESPONSIBILITY OF OSA NOT NPIC. CYA!!

END OF MESSAGE

S E C R E T